

ELECTRIC CARS RUN

Rapid Transit Is Under Full Swing.

More than twenty thousand people of Honolulu have taken a ride upon the electric cars. All Saturday afternoon and Sunday the new vehicles have traversed the lines of the road and have carried their full limit of passengers. The cars, of the most finished construction, were carrying all day yesterday from 100 to 150 people on each trip. And to the credit of the new conductors they got a fair share of the nickels to which the company is entitled. These are great days for the people of the city, and without respect to race or color there has been a trolley party for each person who has possessed of sufficient curiosity and a nickel to take the ride.

The opening of the Rapid Transit Company's line of electric cars marks an era in the new Honolulu. It was accomplished with ceremonies which drew to the power house of the corporation the leading people of the city, and when these were completed, there was an excursion over the route of the road, from the power house to Liliha and Judd streets, back to College Hills and a return to the barns. It was a day of congratulation for the stockholders and officials of the company and of jollification for the people. In fact the day might well have been called a trollication.

The inauguration of the service was accomplished with music and oratory. The band was in attendance and was given the place of honor in the power house where the ceremonies took place, and then when the cars were started over the road the first of the line bore the music-makers. At the central station there was a large gathering and the people heard the originator of the idea tell of the success of the endeavors of those who made the trolley car a possibility for Honolulu, and then saw the Governor of the Territory turn the throttle which sent the steam on its way to accomplish the generation of the electric power which sent its vibrations along the copper conductors, and finally moved the vehicles which climbed grades and sped along the levels bearing their hundreds of passengers.

And there were many of these hundreds. They began to gather at the power house shortly after luncheon and kept coming until after the ceremonies in the main had been concluded. These who gathered at the central station were only a small part of the multitude which was interested in the inauguration of the new rapid service. All along the streets were other thousands who shouted their welcome to the new power which propelled them. As soon as the first parade of the cars with invited guests had been finished, and the regular traffic of the road was begun, there were as many people who strove for the seats as there were when the inaugural parade started. So it was all Saturday evening and when the cars were housed the people had to be put off the carriers.

But there was another day, and a holiday too, and bright and early yesterday morning, when the cars began their regular trips there was seen to be a ready crowd, which wanted to test the smoothness of the line and the capacity of the cars. All day long there was the same story to tell, cars on the line ran with their full limit of capacity, even the running boards being lined with men and boys. Some cars ran with a counted crowd of 152, while others carried 147, 135 and few as low as two people. There was a happy class of folk out too, for they laughed and shouted their greetings to the friends along the streets, and generally made themselves as merry as possible.

Of course there were accidents, but the day's record was unusually clean, for not a person was hurt badly. This was due in great part to the fact that there had been issued orders which compelled the motormen to stop and wait for the quieting of any fractious horses which might want to give trouble. Twice were Oriental hacks knocked out of commission, but in no case was the car directly responsible for the accident. At Hotel and Smith streets early in the afternoon a Japanese tried to cross in front of a car, after he had stopped once and then the car ran him down and demolished the vehicle. Later in the day a Chinese could not control his horse when a car came up with him, and the result was the wrecking of the carriage at Hotel and Richards streets. A private carriage was overturned at Wilder avenue and Makiki streets, but though several persons were thrown out none were badly injured.

The new men did their work with precision, the only thing which could have been bettered being the keeping the boys off the car, but this would have been a task worthy of older men in the service, and so it was that not all the fares which should have gone into the coffers of the corporation were collected. But this was to be expected upon the first day and the men showed such willingness and accuracy in their general work that it will be but a short time until the system is in the finest shape.

And this should be the result, for without doubt there is not in the whole of the country such a road. The first train run over the new bed developed the fact that it was a solid as any old road in the world, in fact. The rails are as heavy as are used on some of the best railroads, and the track, laid upon a foundation of a foot and a half of broken stones is solid as a rock. The bed is far above any other laid for a street car in even the largest of cities,

and will be so when another generation rides about the newer Honolulu. The character of the electric installation was shown by the test put upon it Saturday afternoon. At that time there were nine cars run out and along the line. These are in themselves a load, but in addition there were 1,000 people in them. On the western end of the line there is not a feed cable and the entire current which is carried is through the one trolley wire. With an initial current at the engines of 550 volts, with all the cars running, and that on which the test was made then climbing the hill on Liliha street the voltage never fell below 250, and when the cars slowed down to allow the leading ones to mount the steepest grade the current ran up above 400. The cars are of the latest pattern, and have been universally admired by tourists who took a ride over the most-wonderful electric line of the Republic.

But the people who took their outing in this way have not seen all that is being done for their comfort by the company. There are now being prepared in the car barns of the company two party cars, which are to be used for the accommodation of private sightseeing parties. The cars are of the largest size and will have buffets, from which refreshments will be served along the route. In addition to these the company is building a sprinkling car, which will be kept in constant use, a car with a capacity of 5,000 gallons, which will be filled from the company's own well.

CEREMONIES AT THE POWER HOUSE.

The ceremonies at the power house Saturday were impressive and were attended by a large body of the best people of the city. In the party which occupied the immediate vicinity of the engine, where the speeches were made, were the Governor and Mrs. Dole, Mr. W. R. Castle, the venerable Mrs. Castle, Mr. and Mrs. W. W. Hall, and others, including officials of the company. The engine which was running was stopped and Mr. Ballentyne spoke as follows:

Your Excellency, Ladies and Gentlemen—It is needless to say that it affords the directors of the Honolulu Rapid Transit and Land Company a great deal of pleasure in having you present on this occasion. It is one of great importance, not only to the Rapid Transit Company, itself, but to the people of the City of Honolulu. It is, so to speak, one of the mile stones that is approached from time to time not only in the lives of individuals, but in the lives of cities and other large communities; and each one, as it is passed, marks an era of progress and advancement for the public good.

While we are well aware of the importance on the part of the public at the seeming delays which have taken place in the construction of these buildings, the equipment of this plant and in the construction of that part of the road over which the cars will run today, and over which we hope you will enjoy the ride, we can assure you, in all sincerity, that few of you have any conception of the number, and serious character of the difficulties with which we have had to contend; and we can certainly say that none of you have been more anxious for the commencement of actual operations than the directors themselves; and now that this time has approached, we are sure you will deal gently with our lapses, or at any rate give us credit for good intentions. We will ask you to continue your good will towards us, and if you will give us your assistance in the matter of future track construction, you will not only help the company, but you will advance your own interest and comfort.

From the inception of the Rapid Transit Company the one idea of high-class construction and service has been kept steadily in view, and we have no hesitation in saying, in regard to the power plant, the car equipment and roadbed, that all are of such high order that few cities in the United States can boast of better. A clean, efficient and frequent service will be maintained; in fact, such a service as we hope the residents of this city will be able to point to with pride. We fully realize the fact that if we wish to have the public with us we must consider favorably the public comfort and convenience, and our motto will be, "Pro bono publico."

You have kindly consented, sir, to assume the responsibility of starting this machinery in motion today, and, after this has been done, it affords the directors great pleasure indeed to extend to you an invitation to take a run over the road with us. In order that we may have the opportunity of giving you some idea as to the class of service you will receive.

Governor Dole then spoke as follows before turning the throttle which turned the steam into the machine:

"Mr. Ballentyne, Manager of the Rapid Transit Company—I wish to say before this gathering that I believe very few of us realize what an important event this opening of this line is to Honolulu. I am sure, in my own mind that it will make Honolulu a different place to live in from what it has been heretofore, and I earnestly hope that the line will be extended according to the plan of the company without delay.

"I congratulate you, Mr. Manager, for the success with which you have pushed your operations, and I know the difficulties have been great. I have been cognizant of many of them, and I feel that it is my place to congratulate the public most heartily even than I congratulate the company.

"I thank you for the honor which you have extended to me, Mr. Manager, and will be very glad to assist the company in my small way.

"This completed the ceremonies, and all adjourned and took their places in the waiting cars for the ride. Among those who made the initial trip, in addition to Manager Ballentyne, were former engineer F. J. Amweg, who planned the roadbed, Civil Engineers Rohrer, Johnson and Gurey, who laid the road, Electric Engineer Barkley, who installed the machinery and the entire electrical system, and the members of the board of the company.

THE FIRST RIDE.

At the conclusion of the ceremonies in the power house the invited guests were conducted to Alapai street, where a train of ten motor cars was in waiting. Before half of those invited were aboard a crowd of Portuguese and Hawaiians swarmed into the cars by every means of ingress open to them and occupied the choicest seats. The management made the best of the matter and allowed all to remain. The train presented a handsome appearance, the long, tubular-shaped cars eliciting praise from everyone. These cars, handsomely painted and lettered

HILO'S WISEACRES OF THE COFFEE SHOP AGAIN CONFER

"Even with the boom Hilo has had," said the Early Riser in a reminiscent sort of way, "times are not what they were twenty years ago. Then Akana did a much better business than he does today, and a fellow had a better chance to get on. I remember one regular customer by the name of Ham-kept a machine shop further up the street. Well, that man had a disposition that was positively sour. Akana had a spot in his heart for him that was warm enough to stand for \$20.00 worth of ten-cent meals. After he had gone to the states Akana showed me the bill, and asked me if I thought it was a good one. I told him it was good enough to burn."

"There was another man in Hilo at that time who was the dread of all the restaurant keepers owing to his love for pickles. Why, that man would order a fifteen-cent meal and finish up a full bottle of pickles. One day he had an attack of cholera morbus and there wasn't a Chinese restaurant but who were a broad smile on his countenance. That man made money here in those days working at his trade. Then he invested in sugar stocks and became a prominent citizen and lived largely on his income and lived well. He was corpulent, however, before he was opulent, and he got most of it right here at Akana's."

"It's a great pity that the Porto Ricans are not sent here to be fed before they are put to work on the plantations," said Paul Jarrett. "They're a scummy looking lot when they come here, and it seems to me they require feeding."

"That's what they do," answered the Cheerful Liar. "They require, to make them contented, everything but work. I have had several of them in my employ, and out of the lot there was only one who showed a disposition to work. He was a boy that got six dollars a month working on a plantation. The labor was too hard for him and he gave up and came to me for the same money with board and tobacco and cigars added. He was the best in the bunch and stayed a month. Suddenly he disappeared, and after he had been gone several hours I got a note from the interpreter saying the boy wanted to quit, as he was told he would receive sixteen dollars a month and board, clothes, tobacco and a hat each month. Well, that jarred me for a minute, and I telephoned the interpreter to send the boy back—that I would pay him ten dollars a month and board. The boy came with an aggregation of unfed, unkempt people of his race. I called him to one side and told him I would give him ten per, and he said he did not want it—that six and board was all right. Mind you, he was only a chore boy, and not strong enough to chop kindling wood. His principal work was cutting grass and staking the cow. Well, he seemed so well pleased that I told him to get some grass as usual, and he left the house with a grass knife and a spring scack, which he was to fill with homo-homo grass. He did not return, and I went to his room to look at his belongings, and found he had swiped everything that was his. . . or truthfulness these people outclass any race we have had here."

"And they cost about \$200 a man to land them here, and the expense was paid by some of the plantations," said the Early Riser. "This being the case, it seems to me there should be some means adopted for making them work instead of loafing about. If you will go around the wharves day or night you will find a lot of them loafing about too strong to work. I think these can help out on Government work if they are put down to it. Out on the road to Hakalau there are some bad spots in the road, and the Government seems to be about as short of labor as the plantations. It has been demonstrated that the Porto Ricans can work even better than the Japanese. If the police would run in some vases the complaints against the road department would not be so frequent. It was not the desire of the plantations to fill up this district with idlers when they brought in the Porto Ricans, or any other class, they did not pay the expenses of these men and women to Hawaii except to provide laborers for the plantations. I note another thing about them that is rather peculiar. Women apply for work and invariably want a place for the husband to stop—without work. In other words, a woman will ask ten dollars a month for her services and board for self and husband. And it usually happens that the man is not one of the working kind. This sort of thing gets tiresome to the average householder, and a good boarding-house is a temptation to him to give up housekeeping and let the other fellow do the worrying."

"The difficulty," said a gentleman who has lived in Ponce, "You must understand that for generations they have been starved at home, and by starvation their morals have gone below the standard, and brought some of them to a point where truth and honesty are unknown quantities. In Ponce they get work when they can, and spend their money for edibles; some of them are almost too weak to work when they find employment, and after they have earned a dollar or two they strike work, buy something to eat and try to get strong. This thing of working and stopping work is bred in them, and has become a part of their almost national custom. If the planters of Hawaii will have patience, treat them as children for awhile and encourage them, I have no doubt they will be able and willing to work full time during the month. I do not think there is one of them who wants to return to Porto Rico. They are satisfied with Hawaii and will gradually accustom themselves to the conditions here. There is one thing, too, that is in their favor; unlike the Chinese and Japanese, they will spend their money where they earn it. It may not all drop into the coffers of the Hilo merchant, but you may rest assured they will not buy money orders and mail them to Ponce. I only ask the people of Hawaii to have patience, and in fifty or a hundred years the average Porto Rican will get on to your careful ways of handling the truth and letting his neighbors hear him out. Encouragement will do much toward straightening him out."—Hilo Herald.

JOHN M. HORNER'S REMEDY FOR SWELL HEAD IN FOWLS

Editor Advertiser: I have recently learned something in regard to a cure for chicken sorehead and swelling in your paper that Mr. Jared Smith had so far failed to find a remedy. I will state what I have learned.

My son Robert living on the north side of Mauna Kea at an elevation of 2,000 feet is running one of the largest poultry ranches of chickens, ducks and turkeys on those islands.

A few weeks ago he informed me that some of his chickens had been afflicted with the swell head and he had administered to them a new medicine and to his surprise and gratification, his chicks quickly recovered.

This good news encouraged me to try this medicine on my chicks, some of which were badly afflicted with sore head and blindness. I dosed them some days ago and as they were reported as getting better, I thought but little about them until your paper reached me telling of Mr. Jared Smith's endeavor to find a remedy.

Then upon examining my chicks I was sure I saw one with a sore head; the rest were lively and kept so far away I could not tell about them, but I decided to dose them again in the morning, when, to my surprise, a flock of about twenty that had been badly afflicted with the full title of the company, are of a peculiar size and appearance, which would win praise in any city. They were built by the American Car Company, of St. Louis, and erected here under the direction of C. E. Bartlett. Their tubular shape plays an important part in making the cars closed or open as desired. The windows can be raised upward and made to fit into the ceiling. The lower half of the side is also fitted into shutters, and fits into the ceiling in the same manner. All the cars were thrown open for the inspection. Each car has twenty canvas upholstered seats. Push buttons are in the upright at every seat, and every convenience known to up-to-date trolley car operations is provided. The ends of the cars are vestibuled. Fenders of the most approved pattern are attached to every car, and the danger to life of those unfortunate enough to get in the way of a car is lessened as much as possible. Clusters of electric lights are attached to the ceilings, and electric headlights throw a shaft of light in front of a car for seventy-five or a hundred feet.

The motormen are attired in khaki uniforms, with white caps, the contrasting wearing color trimmed with white braid as a distinguishing mark. Every man was stationed at his post as the guests boarded the cars, and performed their functions with intelligence. Following were the crews of the cars in the order of the procession:

Mr. W. H. Rice returned to Kauai during the week.

afflicted with sorehead and blindness a few days before were now all clean and bright about their heads and eyes except two that still were afflicted.

This is the medicine:

Water made strong enough with salt to float an egg, heat and kept hot while being used, to the point of burning one's finger if left in too long. Now take the chick, young or old. If blind remove the scales from its eyes and the larger lumps from its bill, then dip its whole head under the water. Don't leave it in long enough to be injured by the heat, rub the head a moment with a rough rag, and again put its head under the water as at first, and let it go. The poor chick receiving this hot pickle into its throat, its mouth, its eyes, and its sores, from appearances, considers itself done for, but continues to gasp, and as the shock passes off, it opens its eyes, jumps up and runs away and in a few hours exhibits more life than it had done for some time. In about two days this doctoring should be once repeated.

A neighbor having tried this medicine says: "It is not a sure thing." Perhaps Mr. Smith being a practical scientific man may be able to work it up and let the world know what there is in it. It is now here, and we propose to know more about it.

JNO. M. HORNER.

Hawaii, August 20th, 1901.

WAILUKU BANK.

Mr. Chas. D. Lufkin, to whose efforts the successful establishment of a bank at Wailuku is due, left on the Ventura for the coast on Wednesday for the purpose of purchasing a safe, fixtures and the necessary stationery for the bank.

He will visit Minnesota before he returns to the islands, and will reach here about the middle of October. In the meantime, Mr. Cecil Brown, who is largely interested in the new enterprise, will proceed to perfect the organization of the bank and look after the appointment of the first set of directors who will act till the first annual meeting of the stockholders. The reduction of the capital stock to \$25,000 makes a surplus of subscribed stock, but the Maui subscribers will be looked after first, as it is the policy of the bank to place as much of the stock on Maui as possible.

From a private letter received by Attorney George Hons on Wednesday, it is learned that it is quite probable that the bank will be established in a new block to be built by Mr. W. T. Robinson on Main street, opposite the Windsor Hotel, adjoining the present law office of Attorney Hons. Work will be commenced on this block at an early date, and the building will be finished by the time that the fixtures are received from the coast.—Maui News.

THE NEWS OF MAUI

A Chinaman's Rice Junk Makes a Trip.

MAUI, Aug. 31.—This week T. Awana, Chinese merchant of Makawao, successfully made a trip from Maliko to Keanae and back again, bringing a cargo of rice in his Chinese junk or sam-pan. The crew consisted of ten sailors—six Chinese and four Hawaiians. The trip over was a very rough one, the six Chinese being sick from the motion of the waves not to mention the effort of rowing in a choppy sea. As the wind was contrary, the sampan had to be rowed over, eight oarsmen working at one time. They sailed back again in three hours with the assistance of one of their two square sails. Five tons of rice was the cargo brought from Keanae. The start was made on the 28th and the return during the 30th. Awana built the junk because the Claudine refused to call in to Keanae to take freight.

Last evening, the 30th, a large number of Makawao people attended the August "literary" which was given in the parlors of the Pala Foreign church. Following is the evening's program which was brief but well received:

Vocal Solo.....Miss Nape
Vocal Solo.....Miss Ada Whitney
Reading.....Mrs. W. E. Beckwith
Vocal Solo.....Mr. Newcomb
Farce—"Going to Morrow".....

In the little play the characters were assumed by Miss Mary E. Fleming, Mr. W. O. Aiken and Sorren Hannestad.

On Thursday evening, the 29th, a clam-bake on the beach of Maliko gulch was much enjoyed by fourteen Makawao young people.

At 6 p. m. they had their clam-bake and feast, after which till 10 p. m., they sat around a huge fire, sang songs and enjoyed the witchery of the frelight and the moonlight reflected on the ocean.

On Wednesday night, the 28th, the residence of Rev. Mr. Sugi, the Japanese minister of Pala, was robbed of \$25 in money and sundry articles of clothing, viz: two "Prince Albert" coats, one sack coat, one vest and two pairs of trousers. The two "Prince Alberts" were found later on the Pala plantation railroad crossing. Deputy Sheriff S. E. Kalama has the matter in hand and will probably soon have sufficient evidence to arrest the offenders.

During the past ten days there has been much excitement in the Chinese mercantile circles of Lahaina, Makawao and Hana created by the arrest of ten or twelve of their number for the illicit sale of spirituous liquors.

Yesterday, the 30th, Young Nap and Pak Sou, Kula storekeepers, were each fined \$150 and costs in the Wailuku Police Court. Some of the others have been acquitted and some have had their cases continued. The Chinese merchants feel great indignation against the police for the manner in which the evidence against them was obtained. Several years ago Marshal Brown sent an American detective from Honolulu to Maui and many arrests were made after his circuit of the island. So the Chinese were on the watch against strange Americans but in kamaainas they placed more trust. Thus it was that John Ferreira, a young Portuguese of Wailuku, without much difficulty gathered the evidence upon the strength of which the warrants of arrest were issued.

Mr. and Mrs. Frank Hatch of Honolulu are enjoying the cool air of Kula. Mr. Newcomb and sister of Honolulu are at Puuomale, Makawao.

High Sheriff Brown is expected on Maui by every steamer.

DOAN'S BACKACHE KIDNEY PILLS

Which is Better:—To Try an Experiment, or Profit By a Honolulu Citizen's Experience?

Something new is an experiment. Must be proven to be as represented. Be successful at home or you doubt it.

The manufacturer's statement is not convincing proof of merit. But the endorsement of friends is. Now, supposing you had a weak back.

A lame, or aching one. Would you experiment on it? You will read of many so-called cures.

But they come from far-away places. It's different when the endorsement comes from home.

Always remember, Home endorsement is the proof that backs every box of Doan's Backache Kidney Pills.

Mr. H. S. Swinton, of this city, says: "I was a long sufferer from backache, having been afflicted with it for twelve years. Taking this as a symptom of kidney trouble, and seeing Doan's Backache Kidney Pills advertised as being good for complaints such as mine, I procured some of them at the Hollister Drug Co.'s store. I found upon taking them that they were doing me good, and was thereby encouraged to keep on until now I am cured of the backache. The merits of Doan's Backache Kidney Pills have been strikingly shown in my case, and I recommend them to other sufferers."

Doan's Backache Kidney Pills always have the picture of a leaf on the wrapper. In asking Mr. Doan's Backache Kidney Pills ask for the kind which cured Mr. Swinton, and see that the leaf is on the wrapper.

Doan's Backache Kidney Pills are sold by all chemists and storekeepers at 50 cents per box, six boxes \$2.50, or

Rheumatism

Two Bottles Make a Complete Cure.

Perhaps your rheumatism is not bad enough to confine you to the bed; yet your muscles and bones ache every time a storm approaches, making you generally miserable. We can bring you positive and prompt relief.

Mrs. Isabella Menzies, of Gisborne, New Zealand, sends this letter and her photograph:



"I took a hard cold which resulted in a severe attack of rheumatism. I tried all kinds of remedies without relief. Then I tried

AYER'S Sarsaparilla

I was not disappointed, for after taking only two bottles the rheumatism all left me and I was cured. I want to do everything I can to make known what a wonderful medicine your Sarsaparilla is for those suffering the severe pains of rheumatism."

To make a quick cure, take Ayer's Pills with the Sarsaparilla. They make the liver active, cure biliousness and constipation.

Prepared by Dr. J. C. Ayer Co., Lowell, Mass., U. S. A.

HOLLISTER DRUG CO., Agents.

Down Again

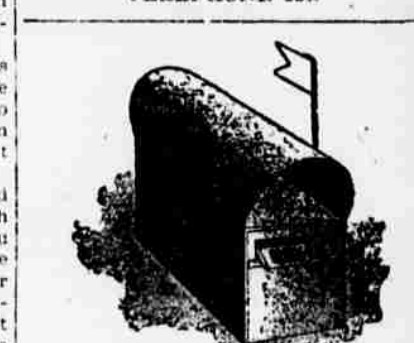
In prices is the market for flour and feed, and we follow it closely. Send us your orders and they will be filled at the lowest market price.

The matter of 5 or 10 cents upon a hundred pounds of feed should not concern you as much as the quality, as poor feed is dear at any price.

We Carry Only the Best When you want the Best Hay Feed or Grain, at the Right Prices, order from

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DR. J. COLLIS BROWNE'S Chlorodyne Is the Original and Only Coughs, Colds, Asthma, Bronchitis.

Dr. J. Collis Browne's Chlorodyne

View Chamberlain's KIDNEY PILLS in every drug store. It is a powerful medicine which cures PAIR of KIDNEY & NO. 25. It is a powerful medicine which cures PAIR of KIDNEY & NO. 25. It is a powerful medicine which cures PAIR of KIDNEY & NO. 25.

Dr. J. Collis Browne's Chlorodyne is a powerful medicine which cures PAIR of KIDNEY & NO. 25. It is a powerful medicine which cures PAIR of KIDNEY & NO. 25. It is a powerful medicine which cures PAIR of KIDNEY & NO. 25.

The General Board of Health, London, reports that it ACTS as a CHARM in one dose generally sufficient.

Dr. Gibbon, Army Medical Staff, Canada, writes: "Two doses completely cured me of diarrhoea."

Dr. J. Collis Browne's Chlorodyne is the TRUE PALMATIVE in Neuralgia, Gout, Cancer, Toothache, & Rheumatism.

Dr. J. Collis Browne's Chlorodyne rapidly cuts short all attacks of Epilepsy, Spasms, Colic, & Hysteria.

IMPORTANT CAUTION.—The name of this medicine is given in many Untrustworthy Imitations.

N. B.—Every Bottle of Genuine Chlorodyne bears on the Government Stamp the name of the inventor, Dr. J. Collis Browne, and is bottled in 15¢, 25¢, 50¢, and 1.00, by all chemists.

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will be mailed on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

Wray Taylor has on exhibition in his office at the department of agriculture two jars of cacao beans, which were grown in the Islands some years ago. He says that their cultivation here is no longer a matter for experiment, and that the cacao for the manufacture of chocolate can be grown successfully.